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OUTPOSTS  
A Comprehensive and Complete  
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With which is incorporated the  
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No. 16,347. 號七十四百三千大萬一第 日一十月八年二統宣 HONGKONG, WEDNESDAY, SEPTEMBER 14TH, 1910. 三拜禮 號四十九月九年十一百九千一英曆舊 PRICE \$3 PER MONTH.

## INTIMATIONS

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[a34-2]

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[a1472]

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Hongkong, 29th April, 1908. [a728]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
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Hongkong, 1st April, 1909. [a76]

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No. 2	350 ft.	53 ft.	24 ft.
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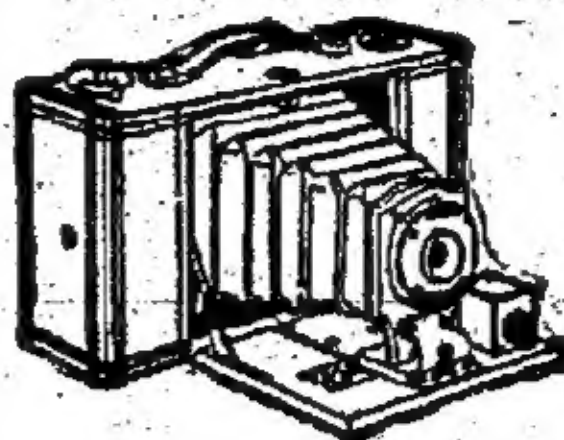
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Hongkong, 16th October, 1907. [939]

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[a30]

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Hongkong, 24th July, 1905. [a858]

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Hongkong, 1st September, 1910. [a542]

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[a215] THE MANAGER

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## DEATH.

On 13th September, at "Croggan," 39, The  
Peak, GERALD, the beloved son of Mr. and  
Mrs. G. A. TISDALL, aged 1 week.

HONGKONG OFFICE: 102, DES VOURS ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, SEPTEMBER 14TH, 1910.

It is saddening to contemplate the deplorable weakness which has of late years been shown by Great Britain in her dealings with China. Who, with any knowledge of the history leading up to the Chefoo Convention, could have dreamed that in this year of grace the British Representative would be found going cap in hand to the Waiwupu offering the assent of his Government to an increase in the Customs duty on opium? Yet it has come to pass. Last May a barefaced attempt was made by the Canton authorities—not indeed for the first time, but now unfortunately with success—to gobble the Opium Convention by imposing a tax on opium at the rate of \$300 a chest. Nominally, this tax is levied on "prepared" opium, but in actual practice the impost has been frequently levied on raw opium. Against this the British Government has lodged a strong protest with the Waiwupu. The Chinese, however, represent it as a tax on "prepared" opium and His Excellency the Viceroy apparently takes his stand upon the fact that the Opium Convention of 1855 makes no mention whatever of opium in its prepared state, but only concerns the importation and transit of the drug in its raw state. It is provided that when the heavy Customs duty of Tls. 110

per chest has been paid at the port of entry, the opium "shall be free from all further imposts of every sort." True it does not add "whether in its crude or prepared state," but we should imagine that this was in the minds of the Treaty makers. If that denial of the right to impose further taxation does not cover the present attempt, the Convention is worthless, and China has provided herself with a means of evading treaties capable of wide extension. If it is conceded that the Imperial Chinese Government, or the Provincial Governments have the right to impose a prohibitive consumption tax on any line of imports they care to select, what does it matter to them that the Customs' tariff is a low one? In the opium question we think it might reasonably be argued that when the Chinese Government agreed that opium after paying the heavy Customs' duty should be free from all further imposts of every sort, it clearly denied itself the right to impose such a tax as the Canton authorities have been levying since May: for the effect of a tax on prepared opium is precisely the same as heavy *likin* dues on raw opium in transit. Opium is only used in the "prepared" state in China. The new impost therefore is tantamount to increasing the Customs duty by three hundred per cent. with further increases in prospect. It is asserted that importers of foreign opium can have no special grievance, because the tax is not a preferential tax: it applies, so we are told, to native as well as foreign opium. But those who use this argument conceal the fact that in the province of Kwangtung, which is the only province so far in which the tax is imposed, the consumption is about one chest of native to about one hundred chests of foreign opium. It is absurd to say, as the Viceroy has done in his recent telegraphic despatch to the Waiwupu, that the tax is one with which the foreign merchants have no concern. They are deeply concerned, and the Viceroy cannot but be well aware of it. The imposition of the tax has restricted the trade to extremely narrow dimensions at Canton, and led to a large accumulation of opium in Hongkong, purchased from the Indian Government under the fancied security of a treaty which has been flagrantly—and thanks to the complacency of the British Government—successfully defied or evaded for the past four months. Apparently the Government in London does perceive that this surprising factor in the question is likely to inflict grievous losses on the foreign importer and to disorganise the financial arrangements of the Indian Government, especially if the policy is adopted in other provinces of China, and so it suggests a compromise to the Chinese Government. In return for guarantees that no tax of any sort on raw or prepared opium shall be levied, the British Government is willing to consent to a higher import duty. The Viceroy of Canton tells the Waiwupu that a higher import duty will not be nearly so much to China's advantage as his own policy of insisting on all opium being boiled within a week and then imposing a heavy and progressive tax on the prepared article. Either the Chinese Authorities have the right to levy this tax or they have not the right. When this prohibitive tax is levied on raw opium the Chinese authorities are clearly guilty of disregarding a perfectly plain treaty obligation, and in our view it is no less dishonest of them to impose it on opium after it has been "prepared." It is an evasion which ought to have been sternly resisted by the British Government at the outset, and ought to be resisted still.

A Diocesan Conference takes place to-day at St. Paul's College. Several important questions are on the agenda for consideration.

Mr. H. B. Hunter, manager of the Shanghai branch of the Hongkong and Shanghai Bank, has been to Japan on a holiday.

Mr. G. E. Anderson, the newly appointed United States Consul-General at Hongkong, arrived by the steamer *Mongolia*, accompanied by his wife and infant son.

A fire at Shanghai last week in a godown on the French Bund, belonging to Messrs. Schaldt & Co., did damage estimated at between Tls. 40,000 and Tls. 50,000. The loss was fully covered by insurance.

A Chinese who was arrested in Des Vours Road with a quantity of percussion caps in his possession was at the Magistracy on Monday ordered by Mr. E. R. Hallifax to pay a fine of \$25.

A Chinese who was arrested on board the s.s. *Tsun* with 84 tals of morphine in his possession was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$500, the alternative being three months' imprisonment.

The bans are published of a marriage between Mr. R. F. C. Master, solicitor, of the firm of Messrs. Johnson, Stokes & Master, and Miss Bertha Maude Igar, who left England for Hongkong by the s.s. *Macedonia*.

A small boy who stole a bundle of clothing from a passenger on one of the Canton River boats was sentenced by Mr. J. R. Wood at the Magistracy yesterday to 48 hours' detention and twelve strokes of the birch.

Debutante bonds to the face value of three and a-half million yen were issued for the Osaka Shosen Kaisha last week. The price was Yen 98, and the bonds will bear interest at the rate of 5.5 per cent. per annum and be redeemable after the expiry of ten years.

It is stated (says the *Shanghai Mercury*) that the Tls. 3,500,000 which the Tootai borrowed from the foreign banks at 4 per cent. to relieve the money market is being lent to the native banks at 9 per cent. The difference, Tls. 175,000 per annum, will, it is said, be devoted to charitable purposes.

The s.s. *Mongolia* which arrived from Manila yesterday brought a party of 114 American tourists who are visiting the East under arrangements made by the *Los Angeles Examiner*. The party includes many prominent business people, and is in charge of Mr. W. M. Milne. During their stay here the visitors will take trips to Canton and Macao, where guides will be in attendance to show them the sights of those cities.

A Chinese property owner appeared before Mr. J. R. Wood at the Magistracy yesterday charged with failing to give the Registrar-General the necessary particulars for registering the floors of Nos. 104, 108, 112 and 114 First Street, from about the end of January to 5th September, 1910. On the departure of an old tenant and the succession of a new, it is the duty of a landlord to register the new tenant, but this the defendant failed to do. His Worship imposed a fine of \$10 for each house.

Cases were before Mr. J. R. Wood at the Magistracy yesterday in which coxswains of launches were charged with failing to stop when called upon to do so by the police, but the hearing of these was adjourned indefinitely pending a written opinion from the Attorney-General or the Crown Solicitor as to the meaning of a misdemeanor. The Ordinance states that any police officer can call on a launch to stop if he has any reasonable grounds to believe that a felony or misdemeanor has been committed on board.

**BUILDING COLLAPSE IN LYNTHURST TERRACE.**

Yet another indication of the instability of buildings in certain parts of the Colony was afforded yesterday about noon when No. 46, Lynhurst Terrace, collapsed. There was only one woman (European) in the wing which gave way, and she, fortunately, escaped by heeding a warning which came as a forerunner to the collapse. While resting on a couch, she was startled by a large piece of plaster falling from the roof, and lost no time in making her exit. Shortly afterwards the whole roof carried away and the beams crashed through the floor of the room and dismantled the rooms on the ground floor. The inmates of other parts of the house lost no time in making their escape when they heard the crash. Police were early on the scene and kept the crowd which had assembled back from the facade of the building, which threatened to topple over into the street. The Public Works Department were also notified, and scowls were soon at work shoring up the walls.

**THE SEAMEN'S INSTITUTE.**

The following letter has been received by the Bishop of Victoria from the Commodore—  
MY DEAR BISHOP OF VICTORIA—  
I write these few lines to tell you how much I am impressed by the Seamen's Institute, which I had the pleasure of inspecting under your auspices. I have long been convinced that all the many works which are undertaken with social improvement in view there are none which so well repay the efforts expended as the institute for Merchant Seamen with the churches and chaplains established by the Merchant Seamen's Society. Through one of the most useful and deserving classes of the nation, they have, I think, shared least in the general rise in the standard of living and comfort which has taken place in about 30 or 40 years, and by reason of the nature of their occupation it is more difficult for the church to do her duty by them than by almost any other class of men. These facts give extraordinary value to the work of the Society and its chaplains.

I was very much impressed with the institute at Woodhall, its splendid building, the attractive and comfortable accommodation for the men and the good sense with which all the arrangements have been made, and I have no doubt it will add much to the well-being of the seamen, whose duty brings them to Hongkong, and be a fruitful source of good influence among them.

I am very pleased to comply with your invitation to join the committee of the Institute, and shall always be glad to do anything in my power to further the work so well begun.

Believe me, Yours sincerely,  
C. E. EYLES.

The Commodore has given a donation of \$110 to the funds of the Mission.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## A DEMOCRATIC TRIUMPH IN MAINE.

LONDON, September 13th.  
Mr. Plaisted, a Democrat, has been elected Governor of the State of Maine. The Democrats are carrying the elections to the Legislature.

## MURDER BY STRIKERS AT HAVRE.

LONDON, September 13th.  
Strikers at Havre have murdered a dock hand who went to work, battering his head with stones.  
The murder is said to have been deliberately planned by the Union, whose Secretary and two other persons have been arrested.

## MEAT TRUST OFFICIALS INDICTED.

LONDON, September 13th.  
A Chicago telegram states that the Federal Grand Jury has indicted ten high officials of the Swift, Armour and Morris Meat-packing Companies charging them with combination and conspiracy to create an illegal monopoly.

## LABOUR TROUBLES IN ENGLAND.

LONDON, September 13th.  
At the opening of the Trades Union Congress at Sheffield the leaders are faced with four serious disputes between Capital and Labour, viz., the troubles with the Boiler-makers, the South Wales Miners, and the Great Northern Railway men, and the threatened lock-out in the Lancashire cotton mills.

## ANGLO-AUSTRIAN FRIENDSHIP.

LONDON, September 13th.  
The Austrian Press is delighted with Lord Rosebery's visit and declare that the Mission marks a significant change in the attitude of Great Britain towards Austria-Hungary. The ill-feeling over the annexation of Bosnia and Herzegovina has been dispelled and friendly relations re-established.

## THE THEATRE.

"OLD HEIDELBERG."

The Warwick Major Comedy Company scored another pronounced success at the Theatre Royal last night when they produced the great German student play "Old Heidelberg" which had a successful run of over two years at St. James Theatre, London. A feature of last night's performance was the assistance rendered by the professionals in the student scenes, by a number of local amateurs who, needless to say, came in for their share of the plaudits of the spectators. It goes without saying that Miss Georgie Corless in the character of "Kathie" had ample scope for the display of her remarkable histrionic ability, and took the fullest advantage of it. Mr. Kenneth Brompton as "Karl Heinrich" the hereditary Prince of Saxony Karlburg, and Mr. George Fredericks as "minister of the household," kept the audience in constant laughter, and the leading characters in the play were well supported by the rest of the Company.

To-night the Warwick Major Comedy Co. are reverting to farcical comedy again, and will stage that most mirth provoking farce written by Charles Hawtrey, "The Private Secretary." Many of our readers will remember Mr. Penley's laughable impersonation of this part, although the artist who created the part was Mr. Beerholm Tree.

The Company give a performance of "Jane" at the Canton Club on Monday next and "Are you a Mason?" on Tuesday. They return to Hongkong the following day, and play Arthur Row's famous farce "The New Boy" at the Theatre in the evening.

## SUPREME COURT.

Tuesday, September 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND  
(ACTING PRINCE JUDGE).

CLAIM FOR WRONGFUL CONVERSION  
AND TRESPASS.

Before his Honour the Prince Judge and a jury composed of Messrs. J. H. F. Brister (foreman), F. de Maester and A. Brown an action was heard in which Chia Po Shing claimed from Chau Tsun Tsan and the Kwong Tai Koo firm the sum of \$1,000, being as to \$750 for goods belonging to the plaintiff and wrongfully converted by the defendants to their own use between June 29th and July 4th; and as to \$250 damage for trespass by the defendant on plaintiff's premises between the same dates.

In a counterclaim which was filed claiming \$74 for three months' rent plaintiff consented to judgment.

Mr. Leo d'Almeida a Castro appeared for the plaintiff, and defendants were represented by Mr. H. W. Locker (of Messrs. Deacon, Locker & Deacon).

Mr. Almeida, in opening, informed the Court and jury that this action was brought by the plaintiff, who traded in the Colony as a furniture dealer. He was a tenant of the defendants, who were the owners of 180, Queen's Road West. The plaintiff became a tenant of the defendants some time in June, 1907. The rent agreed upon was \$25 a month, and he paid it regularly as it became due. Eventually, however, it got in arrears for two Chinese moons, and some time about the end of June or the beginning of July defendants sent their rent collector to the plaintiff to ask him to pay the amount of his arrears of rent. Plaintiff said he had not quite sufficient money, but told the collector he was going to the country to see his father, and that he would obtain sufficient money from the latter to pay the rent due. The collector apparently told the landlords what had happened, and the plaintiff, before leaving for Canton, told his clerk to make out a list of the furniture in the shop, and to look after the business in his absence. After leaving Hongkong the landlord deliberately went into the plaintiff's shop, told the folks to leave the premises, took possession, held a cheap sale of all his goods and subsequently let the premises to somebody else. When the plaintiff returned on July 5th and discovered what had happened he went to the landlord and asked him what he meant. The landlord said he had attached the shop, as rent was owing him. The defendants admitted that they did wrongfully convert certain goods. There was a well-known English maxim which said that "every man's house was his castle." These premises were leased to the plaintiff, and if any rent was due the defendant should have come to Court to recover it under the Distress for Rent Ordinance. The law did not allow him to take the high-handed action he did.

The case was adjourned.

## CORRESPONDENCE.

GAME SHOOTING.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

Hongkong, Sept. 10th.

DEAR SIR,—I hope "H. B. P." will not accuse me of any discourtesy in making such tardy reply to his letter dated 26th August, and published in the *H. K. D. P.* of September 6th, the delay on my part being entirely unavoidable. Taking the subject of his letter: I may at once remark that the breeding habits of but a very few game birds are known to me, such birds as quail, snipe, duck and woodcock being all migratory. Pheasants are rarely seen so far south as Hongkong, although an occasional one has been shot round about Mrs. Bay. Some local sportsmen once tried pheasant rearing on the Island of Hongkong, but the experiment, proving unsuccessful, was abandoned.

Regarding partridge, I consider the 1st of October quite early enough to open the season. The Game Laws of Hongkong are somewhat ambiguous, the sale of partridges being forbidden from March to September inclusive, whilst a Game License allows one to kill game from the 1st of September. Personally, I consider that March also should be open to sportsmen, as partridge masting does not begin till well into April. I make this last statement unreservedly, and as the result of many years' observation. I thank "H. B. P." for the interest shown in my articles, and shall be happy to supply any additional information on the subject.

"SPORTSMAN."

## JAPANESE COTTON YARN IN SOUTH CHINA.

According to the *Osaka Mainichi*, the Hongkong market is at present monopolized by Indian yarn, which occupy about eighty per cent. of the total imports there. The balance is being filled by Japanese and British yarns. The *Osaka* paper is inclined to think that the recent proposal made in India to impose an export duty on cotton to Japan had its origin among Indian yarn merchants, who are anxious to monopolize the market. Hongkong is a free port, and it is not definitely known to what extent Indian yarns are imported to various provinces in South China through Hongkong. Inquiries show, however, that about 200,000 bales of Indian yarns are imported to South China each year. Owing to the general business depression in South China and the prevalence of high quotations on Indian yarns it is reported that 60,000 bales of Indian yarns are now accumulated on the Hongkong market, and the *Osaka* Journal says, have been ousted from Hongkong by the Indian yarns since the starting of the Canton boycott of Japanese goods in 1908. It is, however, reassuring to note that the demand for Japanese yarns in South China from January 1st to July 31st this year amounted to 5,688 bales. These figures show an increase of 15 per cent. compared with the returns for the corresponding period of last year.—*Japan Gazette*.

## SILVER MATTERS.

Some interesting points bearing on the future of silver are contained in the weekly letter of Messrs. Samuel Montagu & Co. dated the 13th ult. Firstly, it is stated that the market may be helped shortly by purchases for the English mint in connection with the new coinage. Then, again, the activity of Indian trade—so important for the Silver market—is evidenced by the brisk demand for Council Bills and the special allotments. Messrs. Montagu think that as an average sale of thirty lacs a week would meet the Budget requirements for the financial year the probability of gold being earmarked in London before long has to be reckoned with. The loan crop in Manchuria, which last year was an important factor in connection with China exchange and consequently the demand for silver, is reported to be exceptionally good. The news is accompanied by the statement, which concerns silver, that foreign orders have been given with freedom.

Messrs. Mocatta & Goldsmid's Circular of the same date says:—"The market has been particularly quiet and inactive, but there have been some purchases for the Continent, and forward buying for China has more than once caused the forward quotation to be at 1-1/2d premium. The reports from India continue most satisfactory, and although the up-country demand for silver remains small and the stock in Bombay large, the general improvement in trade is shown by the good demand for Council bills and also by the shipment of small gold bars to India, which this week amount to about £200,000. The outlook for silver, therefore, is considered more hopeful, and a steady market at about the present level may be expected."

The silver position is discussed by the *Financier* in reference to the recent alleged corner in the white metal. The writer says:—

Whenever the Chinese operator in silver supposes that the Indian operator in silver is trying to put prices up the former can always be trusted to try and keep them down. There has just been an example of this. To a very considerable extent it is merely this inclination which has brought about the somewhat curious position recently created. At first it was thought that Indian operators were seriously combining together to create a firm "corner." But, simultaneously with persistent Indian buying, there was persistent Chinese selling—up to a certain moment, when the Chinese bears realized that India buying was not a mere gamble, but was to a large extent based upon the belief that there would be a heavy demand for silver very shortly to enable the Indian wheat crop, which upon the whole is a good one, to be lifted and a large percentage exported. The Chinese speculators had, therefore, as a sequel, to buy back as best they could. The situation, however, was complicated by the fact that large numbers of Chinese have been "dabbling in rubber shares, and as a consequence of the stagnation of the share market, they have in many instances scored a loss. Some of these worthies appear to have considered it would be a good idea to cover their obligations in rubber by selling a bear of silver, but this time Messrs. John Chinaman & Co. have not shown their usual astuteness. In India the net result for the moment is that many speculators in bullion have been enabled to lay up a stock of silver for future requirements at a somewhat less figure than would have been the case had the Chinese not taken a hand in the bear game. Meanwhile, the Indian buying seems to have stopped without making any material difference to quotations.

The question of how far there are still heavy stocks of silver in the hands of the Chinese is difficult to ascertain. As is customary, the amount of silver in the hands of the Chinese is subject to the actual Chinese operators, but it is believed that the quantities of the white metal available for the market east of Calcutta are very moderate. How far they are likely to be depleted by the Indian requirements is at present only guesswork, but apparently the only factor of at all a noticeable character is this exportation of a heavy Indian crop, the dimensions of which are even now not quite ascertainable. It may be assumed that the demand for silver will, during the next twelve months at least, be somewhat above the normal, and therefore, whatever the Far Eastern stock may turn out to be, it may be expected that, apart from slight market fluctuations, the level of silver prices will rise higher throughout the world.

## NEW KING OF COCOS.

THE BACHELOR ROYALTY IS INTERVIEWED.

Sidney the First, the new King of the Cocos Keeling Islands, has been busily engaged in London with the administration of the affairs of the late King, his father, whose estate has just been proved at the value of over £200,000, exclusive of his properties in the islands. The late King Sidney is a tall, spare young man of about thirty, as brown as a beech nut, with a carefully-trained mustache, and a soft, caressing voice. He was completely attired as a City gentleman, in well-fitting clothes of grey and patent leather boots. An enormous emerald glowed upon the little finger of his left hand—a jewel such as none but a king dare wear—and from his watch chain dangled a medal of gold, struck in commemoration of the discovery of the Cocos Keeling Islands in the early days of the seventeenth century.

A representative of the *Morning Leader* discovered him in a City office, and he very readily acceded to a request for an interview.—"I am plain Mr. Sidney Clunies Ross here," he remarked, "and when I get to Cocos I shall have quite enough of kingship to last me a lifetime. It's true that when I am at home I shall be a king with more power than most monarchs with a royal palace that cost a fortune to build, with my own laws to administer in my own way, and no Ministry to worry me. My islanders are as peaceful as my islands. We have halcyon days and dreamless nights at home. In my kingdom there are neither police nor soldiery. I am chief magistrate and commander in chief as well as king, just as my father was before me. I settle all disputes—civil, ecclesiastical, and moral. I may tell you that as heir-apparent I ran the regency in my late father's absence, and so served a useful apprenticeship to the business. I am now succeeding to it. I think I've got the hang of the islands, so to speak, and I don't anticipate any trouble when I come into my kingdom. The principles of government have been simplified since my great grandfather reigned as first King of the Cocos Keeling group."

"We are a strictly moral community. No drunkenness is allowed, and beyond the little whisky that is dolled out from the palace, no intoxicating liquors are obtainable on the islands."

"When do you enter into your kingdom?" queried the interviewer. "I sail in a month's time," was the reply. "I ship to Singapore, and meet my own ship—the royal schooner *Ayala*—and in her I shall sail to my dominions."

I hope you will pardon the question, Mr. Ross, but is your Majesty married? The brown face of the King turned a shade deeper. "I am single—at present," he said, a little shyly.







## NOTICE

Communications respecting advertisements, subscriptions, printing, binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: Press Codes A.B.C. 5th Ed-Lieber's.

## NEW ADVERTISEMENTS

## HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, the 17th September, 1910, commencing at 3.30 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Priced. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,  
Hon. Secretary and Treasurer.  
Hongkong, 14th September, 1910. [1056]

## FOR SHANGHAI.

## THE P. &amp; O. S. N. Co.'s Steamship

"DELHI".  
Captain G. W. MORROW, R.N.M., will leave for Shanghai TO-MORROW, the 15th inst., at Daylight.  
For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 13th September, 1910. [1]

CANADIAN PACIFIC RAILWAY CO.  
FOR VANCOUVER.

THE Steamship  
"SUVERIC."  
From HONGKONG.  
ON TUESDAY, THE 27TH SEPTEMBER,  
FOR VANCOUVER DIRECT.  
To be followed by  
KUMERIC ..... 20th Oct.  
AYMERIC ..... 20th Nov.  
SUVERIC ..... 14th Dec.  
OCEANO ..... 17th Jan. 1911.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.  
For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.  
Hongkong, 14th September, 1910 [1057]

## OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that Mr. S. HIRAI has this Day assumed charge of the Company's business at this Port, vice Mr. FADAICHI AKIMA, transferred to Koba.  
Hongkong, 14th September, 1910. [1051]

## CORRESPONDENCE COLLEGE.

THOROUGH Preparation by Postal Tuition for the LONDON MATRICULATION, B.A., LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teacher.  
Apply for terms, testimonials and qualifications to—  
PROFESSOR JOHN P. LONG, B.A. (formerly Lecturer at the Swansea University College).  
RICHMOND CORRESPONDENCE SCHOOLS, Alexandra Road, St. Margaret's-on-Thames, LONDON.  
10301

## WANTED.

BOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level.  
Please apply— "NOVEMBER,"  
Care of "Daily Press" Office.  
Hongkong, 12th September, 1910. [1043]

VIENNA CAFE CO.  
(1910) LIMITED  
(RECONSTRUCTED).  
QUEEN'S ROAD CENTRAL,  
(Opposite Post Office.)

A FIRST CLASS RESTAURANT  
(TABLE D'HOTE OR A LA CARTE)  
AFTERNOON TEAS, ICE, LIGHT REFRESHMENTS.  
SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.  
AN EXTENSIVE MODERN BAKERY.  
A FRENCH CHEF.  
Hongkong, 23rd July, 1910. [974]

SHOT MANUFACTURERS.  
ABBEY IMPROVED CHILLED SHOT CO., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).

CARTRIDGES, SPORTING  
CHILLED SHOT (CO., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).  
[925]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 2nd September, 1910. [1016]

## HONGKONG COTTON SPINNING WEAVING AND DYING CO., LTD.

NOTICE TO SHAREHOLDERS.  
THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the Company, on SATURDAY, the 24th September, at 11.15 a.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1910.  
The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th September, 1910, both days inclusive.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 12th September, 1910. [1053]

## DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.  
The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 24th Sept., both days inclusive.  
DOUGLAS, LAPEL & Co.,  
General Managers.  
Hongkong, 3rd September, 1910. [1018]

## INTIMATIONS

## HONGKONG CLUB.

NOTICE.  
THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock a.m. on SATURDAY, the 17th September, 1910.  
Borrowers of Debentures are invited to attend the Drawing.  
By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1006]

## HONGKONG CLUB.

NOTICE.  
AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 p.m., to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.  
By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1017]

## HONGKONG FOOTBALL LEAGUE.

THE ANNUAL GENERAL MEETING will be held at the Y.M.C.A. Rooms, on THURSDAY, 22nd September, at 5.30 p.m.  
Entries for Leagues 1 and 2 close 22nd Sept. at 5.30 p.m.  
F. BROWNE, Chairman,  
ALEX. F. STORRIE,  
Hon. Secretary.  
Hongkong, 13th September, 1910. [1052]

## VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the CLUB BATH, on the 22nd, 23rd and 24th inst. The HALF-MILE, to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward.  
FRANK LAMMERT,  
Hon. Secretary.  
Hongkong, 12th September, 1910. [1044]

## SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIIPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.  
Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Banque de l'Indo-Chine, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.  
The Provisional Certificates may be sent in to Messrs. Lowe, Bingham & Matthews, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.  
For the Board of Directors,  
T. F. HOUGH,  
Chairman.  
Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [1009]

## NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 p.m. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.  
HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.  
Hongkong, 5th September, 1910. [707]

## INTIMATIONS

## G. R. TENDERS.

TENDERS are invited for the Supply of TIMBER, TIMBER MATERIALS, and SPARS to H. M. NAVAL YARD for one year from 1st November next. Forms of Tender may be obtained on application to the NAVAL STORES OFFICE. The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.  
EDGAR WATTS,  
NAVAL STORES OFFICER.  
Hongkong, 9th September, 1910. [1040]

## G. R. IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.  
IN THE MATTER OF THE COMPANIES' ORDINANCES 1865 to 1886, and  
IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.  
THE CREDITORS of the above-named Company are required on or before FRIDAY, the 11th day of November, 1910, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to LAU CHU PAK of Alexandra Buildings, Victoria, Hongkong, Comptroller to Messrs. A. S. Watson & Company, Limited, the Official Liquidator of the said Company, and, if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims, at the Chambers of The Honourable Sir FRANCIS PIGGOTT, K.T., Chief Justice of Hongkong, in the Supreme Court House, Victoria, Hongkong, at such time as shall be excluded from the benefit of any distribution made before such debts are proved.  
FRIDAY, the 18th day of November, 1910, at 10 o'clock in the forenoon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims.  
Dated this 2nd day of September, 1910.  
J. H. KEMP,  
Registrar.  
JOHNSON, STOKES & MASTER,  
Princes Buildings, Ice House Street, Hongkong.  
Official Liquidators' Solicitors.  
1047]

## FOR SALE.

TWO SPORTING DOGS, Pointers (Dog and Bitch), well trained TRIAL LOAN of Animals to Intending Purchasers.  
Price: \$350.  
For Further Particulars, please apply to—  
Sergeant MADEIRA,  
Guia Fort, Macao.  
Macao, 12th September, 1910. [1054]

## FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

## TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285  
EXTENSIVE WATER FRONTAGE, DEEP WATER.  
Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.  
REVISED BY THE MEMBERS.  
PRICE ..... \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [315]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection invited.  
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [545]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES—FIRING 8 SHOTS in 2 SECONDS.  
SIEMSEN & Co.  
Hongkong, 6th March, 1907. [38]

## TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA" Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month.  
For particulars apply to—  
DEACON, LOOKER & DEACON,  
Solicitors, 1, Des Voeux Road Central.  
Hongkong, 22nd August, 1910. [969]

## TO LET.

THE FIVE-ROOMED HOUSE, known as "BITION," situated on Plantation Road. For Particulars, apply to—  
DENNIS & BOWLEY.  
Hongkong, 9th August, 1910. [922]

## TO LET.

THE TOP FLAT of No. 4, SEYMOUR ROAD, Hongkong. Cheap Rental.  
Apply to—  
SPANISH DOMINICAN PROCUATION.  
Hongkong, 3rd September, 1910. [1020]

## TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.  
1 HOUSE in Belkiss Terrace.  
No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.  
No. 9, BEACONSFIELD ARCADE (Shop).  
C. M. S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.  
No. 57, PRAYA GRANDE, Macao.  
FOR SALE.—TOS CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd August, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.  
KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.  
Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

NO. 16, WYNDHAM STREET. From 1st September, 1910.  
Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbutnot Road.  
Hongkong, 8th August, 1910. [913]

## TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.  
Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.  
GODOWNS, 151 to 155, PRAYA EAST, OFFICES No. 2, Connaught Road, 3rd Floor.  
A HOUSE in Wong Nei Chong Road. OFFICES in York Building.  
No. 10, DES VOEUX ROAD CENTRAL, 1st floor.  
SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.  
Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th September, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [994]

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.  
One GODOWN in MASON'S LANE.  
Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 8th March, 1910. [95]

## TO LET.

NO. 2, HOLLYWOOD ROAD.  
No. 2, OLD BAILEY. Immediate Possession.  
ARRATTON V. APCAR & Co.,  
14, Des Voeux Road Central.  
Hongkong, 4th July, 1910. [800]

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OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.  
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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [89]

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OFFICES in Des Voeux Road, Central, corner of Ice House Street.  
Apply to—  
Messrs. PERCY SMITH & FLEMING,  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

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HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.  
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14, Des Voeux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [874]

## TO LET.

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No. 4, Ice House Street.  
Hongkong, 2nd July, 1910. [795]

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THE SCREAMINGLY FUNNY FARCICAL COMEDY In Three Acts,  
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FOR THE FIRST TIME IN HONGKONG,  
H. A. Jones' successful play which is still attracting crowds to Wyndham's Theatre, London.  
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BOOK EARLY  
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19, QUEEN'S ROAD CENTRAL.

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Photographic Goods of every Description in Stock.  
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Hongkong, 31st July, 1907. [546]

## BANKS

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ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 12,378,100 (£1,031,508)  
Reserve Fund Fl. 2,754,338.00 (£229,528)

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HEAD AGENCY: BATAVIA.  
LONDON BANKERS:  
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SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.  
THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:  
12 months 4 1/2 per annum.  
6 months 3 1/2 " do.  
3 months 3 " do.  
C. WOLDRING, Manager,  
No. 15, Des Voeux Road Central.  
Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ..... Yen 6,250,000  
Reserve Fund ..... Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.  
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Anping, Kobe, Tamsui,  
Canton, Nagasaki, Tokyo,  
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Keelung, Shanghai.

HONGKONG OFFICE:  
3, Des Voeux Road.  
Interest allowed on Current Accounts Deposits received on terms which may be had on application.  
D. TOWDROW, Manager.  
Hongkong, 12th September, 1910. [591]

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CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$3,250,000  
(about £1,500,000)

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.  
THE CAPITAL & COUNTIES BANK, LIMITED.

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For 12 months 4 1/2 per cent. per annum.  
For 6 " 4 " " "  
For 3 " 3 " " "  
N. S. MARSHALL,  
Manager,  
No. 9, Queen's Road, Central.  
Hongkong, 17th August, 1910. [854]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABE,  
Acting Chief Manager.  
Hongkong, 16th July, 1910. [19]

## BANKS

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... " 16,250,000

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BRANCHES AND AGENCIES:  
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Nagasaki, San Francisco, Lyons,  
New York, Shanghai, Honolulu,  
Bombay, Tientsin, Hankow,  
Ningbo, Dairen, Peking,  
Antung, Liyang, Port Arthur,  
Tientsin, Cheong Chun, Mukden,  
Kobe.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 4 1/2 per annum.  
" " " 6 " 3 1/2 " "  
" " " 3 " 3 " "  
TAKEO T. KAMICHI,  
Manager.  
Hongkong, 14th March, 1910. [307]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS—  
STERLING £1,500,000 at 2/—=\$15,000,000  
SILVER ..... \$16,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000  
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G. BALLOCH, Esq., Chairman.  
ROBERT STEWART, Esq., Deputy Chairman.  
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ANDREW FORBES, Esq., F. LIEB, Esq.,  
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C. H. LEHMANN, Esq., H. A. SLOES, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.

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For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 1/2 per cent. per annum.  
N. J. STABE,  
Acting Chief Manager.  
Hongkong, 26th August, 1910. [18]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,600,000  
RESERVE LIABILITIES OF PROP'ORS ..... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months 4 per cent.  
for 6 " 3 1/2 " "  
for 3 " 3 " "  
WM. DICKSON,  
Manager.  
Hongkong, 27th April, 1910. [107]

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.....Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
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A. KOHN,  
Manager.  
Hongkong, 4th December, 1907.

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AUTHORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,125,000  
PAID-UP ..... 562,000  
RESERVE FUND ..... 285,000



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Perfect Personal  
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Freedom from  
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Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

### Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

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WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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60 CENTS PER LB.

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THE WORST COUGH  
One gives relief. An increasing  
sale of over 50 years is a certain  
test of their marvellous value.  
Sold in bottles  
everywhere.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S OLD VAT



THESE ARE THE STAMPS OF THE LAST COGNAC PRIZE  
OF CHAMPAGNE AND WAS GIVEN GOLD AND SILVER MEDALS

## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., Ltd.

## THE UNGUARDED SPACES OF THE SEA.

It would appear to be generally agreed that the British Navy has been maintained at a level of efficiency which is sufficient to prevent invasion, whether of the Home Islands, or of any portion of the many-chambered House of the British people, and the other to secure the safety of those trade routes which are, admittedly, as the arteries of empire and of national life. The existence of a third duty, which at once includes and transcends these, is almost universally ignored. That duty is to win victory in international competition. But, as the competence of the Navy to perform this vital function depends on its adequacy to fulfil the other two, an examination of naval strength may safely be confined to these.

Now of these, that which has been named first attracts incomparably the larger share of public attention. For one thought, for one speech, directed to the safe transit of the food and the raw material necessary to the labour of our home population a hundred are turned upon the question of our battle strength. Yet in reality the effective guardianship of the paths of the sea is a matter, not of less or of more, but of equal importance with the prevention of the landing of Continental legions upon our shores. The fact that by far the greater part of the supply, alike of our foodstuffs and of the raw material of our manufacturing industries, is drawn from abroad is known to all, except the most ignorant. To state it is a truism. Yet the most ignorant of our people, the most careless of our rulers, because it has become a platitude. Rather does that common acceptance obscure the momentous nature of the fact itself.

But if it be admitted, as it is admitted, that any effective interference with the highways of the ocean would have the instant effect of sending up food prices in Great Britain to famine amounts; if it be acknowledged that the simultaneous arrest of transit of, e.g., raw wool and cotton would at the same time deprive a vast portion of our people of their wages, then, assuming we have reason for the keenest anxiety of the naval means of preserving those ocean highways from attack.

And as, in the nature of the case, the means of defence must be greater, it follows that the most anxious attention of Parliament and of the nation should be devoted to the number and the efficiency of those at present in existence or provided for in the current Navy Estimates.

Now the total number of cruisers, completed or completing, possessed by Britain is 116. Of these thirty-nine are armoured, seventy-four are protected, and three—the Boddice, the Ballona, and the Blanche—are without any protection at all. The two former vessels (now attached respectively to the First and Second Destroyer Flotillas) possess the single distinction of being absolutely the only cruisers proper which were laid down and carried to completion by England during the four years 1906-7-8-9. Of the thirty-nine armoured cruisers all except four, which are on the China station, are assigned to the fleets in European waters, whence, in the event of war with Germany, it is practically certain that they could not be spared. Indeed, those thirty-nine are forever being included in the lists of the "tons and guns" with which we are imagined to be able to overwhelm Germany in the North Sea.

Of the seventy-four protected ships, twenty-three are stationed in non-European waters, and furnish, with the four armoured cruisers named above, the sole commerce protectors which would be present in distant seas if hostilities were commenced against us to-morrow. Out of the remaining fifty-one a Special Service Squadron of eighteen light cruisers, one armoured, nine destroyers, and one torpedo boat, has now been sold to the Canadian Government, is kept in reserve in the home ports for the purpose of supplementing in the event of war that tenuous measure of protection with which British sea-borne commerce is otherwise provided. These eighteen, or rather seventeen, vessels are manned with nucleus crews consisting in each case of some seventy officers and men. When war begins these ships are to be manned with men of the Royal Naval Reserve, and the desperate defence of persons and property which was the sole protection granted during peace, but during war it is manifest that these two ships would be claimed by the desperate needs of their own far distant stations. The fact, therefore, remains that, upon the outbreak of a naval war, the whole vast volume of British sea-borne trade in this immense sea section of the globe will be without any naval protection whatever.

Now, it is the opinion of every naval officer—probably without exception—that ships must be properly manned with crews, must be partially and inadequately trained, and as unfamiliar with each other as with their vessels, will be totally inefficient for purposes of war. How long a time would be needed to attain a fair degree of efficiency is a matter on which naval judgment varies greatly, but the writer has never known or heard of any naval officer who assigned a less period than two months. Passing by, however, this vital point, and assuming that which we have no right to assume, that all ships thus sent overseas are able immediately to find their complements (N.B.—The men of the R.N.R. belong largely to the mercantile marine and are scattered all over the world); that, when found, their crews are efficient; and, lastly, a gigantic assumption indeed—that the repairs of these ships have not been "scamped" during the last four years, as most repairs have been for purposes of economy, and that they are therefore all able to maintain full speed—assuming all this, then it still remains that the seventy-four cruisers are several weeks removed from the distant trade routes where attack must be expected. To reach the Cape would require, from seventeen to nineteen days; to reach Zanzibar, several days more. To get through the Straits of Magellan to the Pacific would require, from the English Channel, fully three weeks, and to attain to Vancouver five weeks would be needed, while not less time would be requisite in order to reach India, if the Suez Canal were to be blocked, as all naval and military experts believe will be the case.

Thus the immense outstanding fact remains that, at the beginning of conflict, the merchant ships of Britain, the carriers of the means of life for her population, can look for help only to the four armoured and the twenty-three protected cruisers which are actually present on the ocean spaces of the world.

But before we examine the disposition and the power of defence of the twenty-seven vessels on which our preservation from starvation is almost entirely to depend, we should first for a moment consider what number of scouting cruisers will be left in home waters after the departure of the special service squadron upon its momentous mission. As the total number of such scouting cruisers is now twenty-seven, as twenty-three of these are on distant stations, as at seventeen more, plus the Niche, are to be despatched on similar work, the princely force of thirty-six all told will remain. Well might Lord Charles Beresford say, in his speech

to the London Chamber of Commerce on the 30th of June, 1909, that "we are not a one-power standard in small cruisers." The announcement, it will be now seen, was absolutely correct, for the number of vessels which Germany has at her disposal for scouting work is over forty. One marvels why the London Chamber of Commerce has not taken steps to draw the attention of the whole country to these facts.

Coming now to the examination of the actual nature of the only naval defence provided for a British merchantile marine which is spread over the seas of the world, we find that of the twenty-seven cruisers, eight are of the third class and of a speed not exceeding sixteen knots.

Nine of the twenty-seven are stationed in Australian waters. These comprise one cruiser of the first class (the Powerful), three of the second class, and five of the third. The last all come under the category just named, since they cannot steam above sixteen knots, and in a sea-way much less, a speed useless for the pursuit of a fast liner, the foe with which they will have specially to deal. They are, moreover, crippled by their small coal capacity. The remaining four have to guard the British merchant shipping leaving or approaching the ports of a coasting of about eight thousand miles. They have also the like task to discharge in respect of New Zealand. Proceeding next to the Cape, which has been usually considered one of the most vital naval strategic points on earth, we find only three British cruisers—the Forte, the Hermes, and the Pandora—which last, again, is a small third-class cruiser, totally incapable of attempting to pursue a modern liner in any heavy sea. The station of this Lilliputian squadron extends from Walvisch Bay on the West Coast of Africa to Zanzibar on the East. No wonder that when there was trouble in Zanzibar, a British Protected Cruiser, the *Thetis*, was sent to be asked for by the British authority. (It was kindly sent.) The station also includes Mauritius and the Seychelles, as well as, on the West Coast, St. Helena.

On the East India station there are five British cruisers, of which, once more, two are of the Polaris class, and incapable of a speed exceeding sixteen knots, and a third is the Philomel, which is even more destitute of steaming capacity. She was launched in 1890, and is a resurrection from the scrap-heap, where she spent two happy years (1905-7). This force was recently strengthened by a temporary contribution from the Mediterranean fleet, but this assistance, if then present, would, of course, have to be instantly withdrawn to its proper sphere in the event of war. The permanent British East India Squadron therefore comprises only two ships which can be called thoroughly efficient for commerce protection—namely, the Fox and the Hyacinth. These, with their three slower helpmates, have to guard the great trade route from Aden to Colombo, and from Colombo to Singapore. They have likewise to defend all shipping approaching or leaving the coasts of India on either side, and again all shipping going from Aden to Zanzibar and from Zanzibar to India. How they are going to do it perhaps some authority will kindly explain.

On the China station there are six cruisers—four armoured and two of the second class—and there are also five destroyers, which, though practically worn out and obsolete, being all over ten years old, might conceivably be of some small use as commerce protectors, in spite of the fact that they cannot steam more than six hundred miles, even at their economical speed, without recoaling. Here, however, we come to an end of the protection accorded to British commerce in the Pacific Ocean. For from the China station to Vancouver—some five thousand miles—and from Vancouver down to Cape Horn—a distance of about seven thousand miles—that commerce is allowed no protection at all. Two little ten-knot destroyers, the *Albatross* and the *Shearwater*, intended primarily for fisheries work in Behring Straits, alone exhibit the White Ensign and the haplessness of Britain to the world. Last year, as the explanatory statement to the Navy Estimates informs the public, under the heading "special visits," one British man-of-war, the *Cambrian*, from the Australian station, and one, the *Flora*, from China, "cruised amongst the Pacific Islands and the West Coast of America (a fairly wide area) during the spring and summer. This was the sole protection granted during peace, but during war it is manifest that these two ships would be claimed by the desperate needs of their own far distant stations. The fact, therefore, remains that, upon the outbreak of a naval war, the whole vast volume of British sea-borne trade in this immense sea section of the globe will be without any naval protection whatever.

When Cape Horn is doubled, a precisely similar condition is seen to exist. From the Horn to Pernambuco, and from Pernambuco to the West Indies, all the immense Atlantic commerce of Britain is equally devoid of defence, and that although such ports as Buenos Ayres, Montevideo, and Rio de Janeiro are distributing centres of the food of the British people. In the West Indies are found two second class cruisers—the *Scylla* and the *Melpomene*—which are occasionally joined by another, the *Brilliant*, whose special function is, however, the protection of the Newfoundland fisheries. Besides these three vessels, there is one third class cruiser, the *Amethyst*, whose beat is, according to the Navy List, the "S. E. coast of America and the W. coast of Africa," a comprehensive zone indeed.

Thus the actual, though seemingly incredible, position is that when war is made on the British Empire, the number of British commerce protectors available for the defence of British trade on the whole east coast of America, from the Gulf of St. Lawrence to the Horn, will be either three or four; while on the west coast of America the number will be none.

It cannot be too emphatically pointed out that this condition of things is not opinion, but fact. Here is no doubtful question open to oversteering debate. Here is a single, simple, solid fact—namely, that in the whole of the non-European waters of the globe there are stationed but twenty-seven British cruisers, and but nineteen of which have a speed exceeding sixteen knots. Now is this denied? If so, all copies of the Navy List should at once be burnt, and the persons responsible for its publication dismissed the public service.

Or is it said that small vessels, having speed much less than sixteen knots, are efficient for the purposes in view? If that be the contention, all naval men throughout the world, whether British or foreign, will concur in one about of derision. Is it imagined that the five twelve-knot gunboats which, with one despatch vessel (the *Alacrity*), are attached to the China squadron, or the four other gunboats of even lower speeds, which belong to our squadron, so called, in the East Indies, can afford any kind of effective protection to British interests at sea? But unless anyone can be found willing to cover himself with ridicule by affirming replies to these questions, the broad fact cannot be denied that British shipping all the world over is at the mercy of its foes.—Harold Frazer Wyatt, in the *Nineteenth Century*.

## NAPIER JOHNSTONES' "SQUARE BOTTLE"

WHISKY.



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150 YEARS.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS. [46]

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Is the Best Preparation you can use.

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BECAUSE you must keep the hair well nourished and not dry, or you will soon lose it.  
Ladies require it to keep the hair soft and silky.  
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## APIOLINE (CHAPOTEAUT)



LADIES' SAFE REMEDY  
For functional troubles, delay, pain and those irregularities peculiar to the sex.  
Prescribed by the highest French Medical authorities and superior to Tansey, Steel Drops and Penny Royal.  
CHAPOTEAUT, 8 rue Vivienne, Paris.  
Sold by all Chemists.

## THE NEW FRENCH REMEDY

TRADE MARK.  
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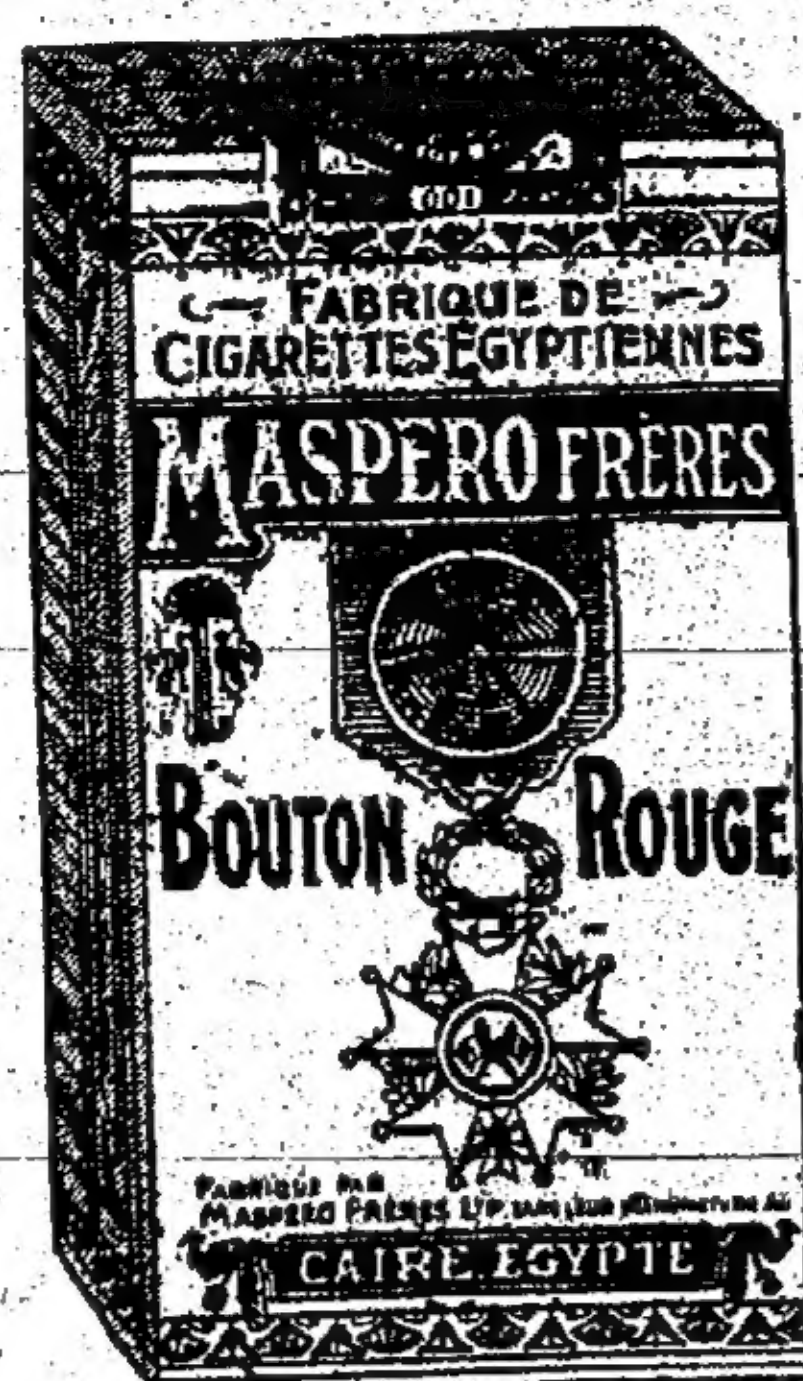
## SHIPPING IN PORT

ANANBA, British str., 1,159, C. Sangster, 5th  
Sept.—Amoy 4th Sept. Cuan Oil—Asiatic  
Petroleum Co. Ltd.  
BURN MARU, Japanese str., 1,300, Y. Fuseno,  
11th Sept.—Shanghai and Swatow 10th  
Sept. General—Onaka Shosen Kaisha.  
CHENAY, British str., 1,350, Lloyd Jones, 11th  
September—Shanghai 8th Sept. General—  
Butterfield & Swire.  
CHOWFA, German str., 1,055, Schmitt, 8th  
September—Bangkok 31st August, Rice—  
Butterfield & Swire.  
CHOWTAI, German str., 1,134, Herjanga, 11th  
September—Bangkok 5th Sept., Rice—  
Butterfield & Swire.  
COVITE, British str., 3,055, J. Fulls, 7th Sept.  
Singapore 1st Sept. K. Roseno Oil—  
Asiatic Petroleum & Co.  
EMPEROR OF INDIA, British str., 5,940, S.  
Robinson, 8th Sept.—Vancouver B.C.,  
17th August, Mail and General—Canadian  
Pacific Railway Co.  
FAUSANG, British str., 1,410, H. Malkin, 8th  
Sept.—Cherbon and Java 29th August,  
Sugar—Jardine, Matheson & Co.  
FOOKANG, British str., 1,987, A. A. Mitchell,  
8th Sept.—Kobe via Moji 3rd September,  
General—Jardine, Matheson & Co.  
GERMANIA, German str., 1,713, H. Francken,  
2nd Sept.—Hongkong and Hellow 1st Sept.,  
Coal and Pig—Jensen & Co.  
HANGSANG, British str., 1,356, White, 5th  
Sept.—Shanghai and Swatow 8th Sept.,  
General—Jardine, Matheson & Co.  
KELVINHEAD, British str., 1,546, J. K. Melk,  
7th Sept.—Fremantle 17th Aug., Sandal-  
wood—Jardine, Matheson & Co.  
KIANG-PING, Chinese str., 1,222, H. Udden,  
5th September—Chinkiang 30th August,  
General—Tung Lee & Co.  
KUMCHOW, British str., 1,460, J. D. Martin,  
27th August—Saigon 23rd Aug. General—  
Ying Sang & Co.  
LAERTES, British str., 1,340, H. C. D. Fran-  
ton, 11th Sept.—Saigon 6th September,  
General—Wo Fat Sing.  
LAIRANG, British str., 2,225, E. J. Todd, 12th  
September—Singapore 6th Sept. General—  
Jardine, Matheson & Co.  
LENNOX, British str., 2,561, H. Reid, 1st Sept.  
Keelung 30th Aug. General—Doddell  
& Co.  
LINAN, British str., 1,350, Williams, 31st Aug.  
Shanghai 22nd Aug. General—Butter-  
field & Swire.  
LOONGSANG, British str., 1,075, F. Wheeler,  
12th September—Manila 9th Sept. Hemp  
—Jardine, Matheson & Co.  
LYEMOON, German str., 1,238, v. Pilgrim,  
30th August—Swatow 29th Aug. Ballast  
—Hamburg-Amerika Linie.  
MEERFOO, Chinese str., 1,539, Froberg, 9th  
Sept.—Shanghai 4th September, General—  
C. M. S. N. Co.  
MIYAZAKI MARU, Japanese str., 5,270, T.  
Murai, 12th Sept.—Shanghai 9th Sept.,  
General—Nippon Yusen Kaisha.  
ONORO MARU, Japanese str., 1,479, S. Takaki,  
9th September—Dairen 3rd Sept., Coal—  
Mitsui Bussan Kaisha.  
PETCHAURI, German str., 1,374, C. Gosewich,  
11th Sept.—Bangkok 4th Sept. Rice, Mail  
and wood—Butterfield & Swire.  
PITMAN MARU, German str., 1,204, D. Rejans,  
11th Sept.—Saigon 1st Sept. Rice and  
Wood—Butterfield & Swire.  
RYGIA, Norwegian str., 3,807, E. Meyer, 11th  
Sept.—Portland 11th August, Flour—  
Order.  
SEANG BEE, British str., 3,784, J. Travis, 12th  
Sept.—Rangoon via Straits ports 22th  
Aug. General—Seang Tai Hong.  
SOSU MARU, Japanese str., 1,119, Y. Yama-  
moto, 11th Sept.—Amoy 8th via Amoy  
9th and Swatow 10th Sept. General—  
Onaka Shosen Kaisha.  
THORIS, Norwegian str., 1,091, J. Jorgensen,  
11th Sept.—Bangkok via Swatow 10th  
Sept. Rice—Aarsaard, Thorsen & Co.  
TIERTSIN, British str., 1,227, F. Boyd, 3rd  
September—Swatow 2nd Sept. General—  
Butterfield & Swire.  
TULIWONG, Dutch str., 3,061, Lap, 12th Sept.  
Batavia 12th August, General—Java-  
China Japan Lijn.  
TOUARE, French str., 781, E. de Catalano, 12th  
September—Bangkok 9th Sept., General  
—Messageries Maritimes.  
WUWU, British str., 1,227, A. Luckner, 4th  
September—Shanghai 31st Aug. General  
—Butterfield & Swire.  
ZAPITO, British str., 1,618, A. Fraser, 12th  
Sept.—Manila 10th September, Hemp—  
Shewan, Tomes & Co.  
SAILING VESSEL.  
ARBOY, British barque, 2,971, McIvor, 20th  
May—Amoy 8th April, Keroseene Oil—  
Standard Oil Co.  
DEWENTLAND, British 4-masted barque, 1,799,  
Swart, 27th August—Mendo 30th July,  
Ballast—Standard Oil Co.





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# THE WORLD'S SCULLING CHAMPIONSHIP.

## NEW ZEALANDER VICTORIOUS.

[BY GUY NICKALLS, SPECIAL CORRESPONDENT OF THE "DAILY TELEGRAPH"]

LIVINGSTONE (RHODESIA), Aug. 18.

The race between Ernest Barry (England) and Richard Arnst (New Zealand) for the World's Sculling Championship took place here in hot weather this afternoon.

The start was made by mutual consent, both competitors getting off easily. Arnst was the popular favorite, and fulfilled predictions by leading at the end of the first quarter of a mile. He had increased his lead at the end of the first mile and maintained it for the rest two. He was, however, rowing the slower stroke throughout.

The story of the race is told when it is said that Arnst's superior physique told its tale, and that Barry's fine watermanship was not an adequate equivalent for Arnst's superior muscle and speed.

Although Arnst won, and won by more than half a dozen lengths, he was driven every inch of the way home, and confessed to the most "gruelling" and punishing race of his life. Barry stopped just before the finish. Exhausted nature could do no more, the conditions being all against the lighter man.

Of the three boats which were brought out for Barry on the *Kilham Castle* he used that made by Sims and the Norris cars.

A SEVEN LENGTHS WIN.

In intensely hot weather and before about 1,500 spectators the race for the World's Sculling Championship between Arnst, New Zealand (holder), and Barry, England, was rowed this afternoon over a three-and-a-half mile course on the Zambezi.

Barry won the toss and chose the north bank station. The race started at 13 minutes past three. The Englishman got off splendidly and held an advantage for the first twenty yards, but Arnst rapidly overhauled him and, forcing the pace, led by a length at the end of half a mile.

Arnst continued to increase his lead through rough water and a hot head wind, and covered the first mile in 6 min. 25 sec. Both men appeared to be quite comfortable, and were striking at the rate of 26 to the minute.

The New Zealander gradually crept further away and was three lengths to the good a quarter of a mile from home, when Barry suddenly dropped his head and was apparently beaten.

Barry, however, brightened up instantly and put on a magnificent spurt. At this time he was receiving Arnst's wash, and forty yards from the finish he stopped rowing, leaving Arnst to win amid great enthusiasm by seven lengths.

Time, 20 min. 14.3 sec.

After the race Arnst said that Barry was by far the strongest competitor he had ever met.

THE MEN AND THEIR RECORDS.

Weight and experience have, for the present at least, triumphed over form, and Arnst, the New Zealander, has added another victory to his list of sculling successes in the World's Championship. Mr. Guy Nickalls, in his cable despatch printed above, gives the essential points in the contest. It is not certain that the Englishman, Ernest Barry, was by no means dis-

graced. To have given the conqueror of Webb and Welch—a man whose weight exceeded his own by over a stone—"the most gruelling and punishing race of his life" is a justification of the confidence placed by English sportsmen in Barry. Arnst, although he eventually won "easily," was driven every inch of the way home.

Since 1876, when the "Trickett" came from Australia to England and beat Sadler, only two Englishmen, until Barry's claims were taken up by Messrs. Blackstaffe and Nickalls, had endeavored to wrest the championship from the holders, who for the last thirty-four years have always been representatives of one or other of the younger States of the Empire. Boyd was beaten by Hanlan, the Canadian champion, in 1882, and Wag Harding by Stanbury (Australia) in 1896. Whether the yesterday's race has or has not accomplished, it has proved that aquatic sportsmanship is not dead in England, and it has succeeded in further encouraging racing enthusiasm which had been revived by Barry's victory over Towns over the Championship Course from Putney to Mortlake in October, 1908. The fact that Barry then succeeded in lowering the time record over the Championship Course by over half a minute emphasized the faith placed in him by the best English scullers. It is to be hoped that he may yet have an opportunity of meeting Arnst—that course, and that something of the old popularity of the sport, which has waned since the great days of Kelly and Chambers, may be revived.

As to the monetary reward, the contestants were matched for £500 a side, and of the £1,000 subscribed by South African bankers and merchants £750 goes to Arnst and £250 to Barry, who in addition gets his £300 expenses. The whole cost of Barry's outfit and guarantee has been considerably more than this sum would indicate, and every credit is due to the subscribers to the English fund, which, in addition to the £1,000 purse, had to be raised by voluntary subscription before Barry's visit to South Africa became possible.

Since 1876 there have now been eleven world's champions. Australia has provided seven—Trickett, Beach, Kemp, Searle, McLean, Stanbury, and Towns; Canada two—Hanlan and Gaudaur; and New Zealand two—Webb and Arnst, the present holder.

Arnst, who was born on November 25, 1883 (Barry was born on February 12, 1882), only took to aquatics some four years ago. Previously he had been known as a cycling champion. His height is 6 ft., and his weight 135 lb. His previous races for the championship had been—December 15, 1908, v. Webb. On the Wangani (a runaway win).

June 22, 1909, v. Webb (the second time, again on the Wangani; a better race, but also won easily).

April 4, 1910, v. Welch (won easily).

## GREAT FIRE IN JERSEY CITY.

### OVER \$200,000 DAMAGE.

The manufacturing quarter of Jersey City was swept by fire, on the night of the 17th ult., and the damage is estimated at one to two million dollars. One person has been killed, and one fatally injured.

The fire broke out in the factory of Messrs. Truflow, Tulle & Co., makers of cork products, and also destroyed the establishment of Messrs. Ayres, Spink & Company, and other extensive plants. New York firemen were called upon to assist in extinguishing the flames.

## AERIAL POSTMAN.

MAIL TO LEAVE BLACKPOOL BY AEROPLANE. The utility of the aeroplane for the postal service was to be tested at Blackpool at the end of last month by Mr. Grahame-White, with the co-operation of the postal authorities. A bag of postcards and letters was to be dispatched by a motor car from Blackpool post office to the aerodrome at 11.30 in the morning. Mr. White would be ready, the bag would be fastened to the aeroplane, and away he would speed over land and sea, alighting on the sands at Southport. He expected to accomplish the journey under twenty minutes, whereas the best train from Blackpool to Southport takes an hour and a half.

At Southport a motor was to be in waiting to dash off with the mails to the Southport post office, whence they were to be carried to their destinations in the ordinary way. The inscription on the postcards, which were chiefly to be addressed to political agents and clubs reads: "This card will interest you, and will be of historic value, as it was carried on the first 'aeroplane mail' from Blackpool to Southport by Mr. Grahame-White."

## MISSIONS IN THE FAR EAST.

Bishop Montgomery, who since 1901 has been the secretary of the Society of the Propagation of the Gospel, is about to make an extended tour of the mission fields of the Far East. He was to leave London on September 5, and travel by way of Berlin and Warsaw to Moscow, thence by the Trans-Siberian Railway to Peking. His itinerary will include visits to Manchuria, the Shantung diocese, the North China diocese, Hankow, Shanghai, Japan, Korea, Borneo, Singapore, and Burma. He expects to return to England at the end of March next year. The object of Bishop Montgomery's tour is to gain first-hand knowledge of the conditions in which the missionaries are working, knowledge which will be very valuable to him in his work as secretary of the Gospel Society. He will stay with the Bishop in each diocese, and will inspect the training colleges and schools, and familiarise himself with all the different spheres of activity in each mission district.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report for the 13th. The barometer has risen considerably in N.E. Japan, the depression lying over that area yesterday having moved away over the Pacific.

Pressure is giving way over W. Japan, the depression lying over the Yangtze valley yesterday having moved into the Yellow Sea.

High pressure still covers the Pacific between the Bonins and Formosa.

Light or moderate S.E. and variable winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S.E. or variable winds, light or moderate; showers; } Same as No. 1.  
Formosa Channel { Same as No. 1. } Same as No. 1.  
South coast of China between Hongkong and Lamook. { Same as No. 1. } Same as No. 1.  
South coast of China between Hongkong and Hainan. { Same as No. 1. } Same as No. 1.

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Wenhaiwei	Wenchow	Mingtsu
Kiaochau	Santa	Hokow
Tsinanfu	Foochow	Szema
Mukden	Amoy	
Shanghai	Swatow	

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamui	

VLADIVOSTOK

Seoul	Wonsan	Mokpo
Chungmu	Pusan	Chinsung
Kusan	Pingyang	Songbolu
	Manchu	

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi	Haiphong	Touane
Yunnan	Quinhon	Saigon
Yunnan	Quinhon	Cambodge

MANILA

Sarawak	Labuan	British N. Borneo
	Borneo	
	Borneo	

STRAITS SETTLEMENTS

Singapore	Penang	Malacca
	Malacca	Prov. Wellesley
	Malacca	

JOHORE

Fahang	Sungai Ujong	Selangor
	Jelebu	Perak

BATAVIA

Buitenzorg	Samarang	Padang
	Sourabaya	Macassar

EAST COAST OF SUMATRA

NAVAL SQUADRONS

British	German	Austrian
French	Japanese	United States
	Siamese	Italian

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

A feature in the 1909 Edition are the CLASSIFIED LISTS OF TRADES AND PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS contains the names of over

30,000 FOREIGNERS.

carefully arranged, with the initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

THE PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS have been engraved by one of the most eminent

Firms in Great Britain and are corrected and brought up to date. They consist this year of the following:—

COLORATED MAP OF FLAG OF FOREIGN HONGS

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOREA AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAU) PLAN OF FOREIGN CONVENTION, SHANGHAI PLAN OF HONGKONG (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGES PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOON) PLAN OF KOWLOON PLAN OF MANILA PLAN OF SAIGON PLAN OF SINGAPORE PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Measurements, Consular and Court Fees, Hongkong Stamp Duties, Table of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA 1842; Tientsin, 1858; Tariff Agreement and Bales, 1859; Convention, 1890; Bales for Joint Investigation of Customs Seizures, 1899; Chafoo, 1876, with Additional Article; Opium Convention, 1893; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1893; Weihaiwei 1895; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1850; Tientsin, 1855; Conventions, 1895, 1897, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1859; Additions 1888; Peking, 1903; Immigration, 1894 Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Liaoting Convention, 1895; Commercial, 1893; New Port 1898. Supplementary Commercial, 1903.

Russian—St. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1883; Commercial Treat, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1854; Datto Convention

Russia, Agreements as to Korea; United States, Extraterritorial Treaty, 1858; Great Britain (Alliances) 1905; Russia (Peace Treaty) 1805.

TREATIES WITH SIAM

Great Britain, 1855, 1858 and 1859, France, 1893 and 1904; Japan, 1893; Russia, 1893.

Great Britain and France, Siam Convention, 1893.

Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam

Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licenses Trade Marks and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

THE CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published.

It is published at the Office of the Hongkong Daily Press, and can be had from and Advertiser's Office, and sent through the principal Book-sellers in Asia and throughout the world.

LONDON ..... "Hongkong Daily Press" Office 181, Fleet Street, E.C.

LONDON ..... Mr. F. Algar, 11, Clement's Ln.

LONDON ..... Messrs. G. Street & Co., Ltd. 30, Cornhill, E.C.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	W. B. Hickey	P. & O. S. N. Co.	About 21st inst.
LONDON, &c. via USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	TRANQUERAR	Dan. str.	—	—	MELCHERS & Co.	On 20th Oct.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	k. w.	Knael	HAMBURG-AMERIKA LINE	To-day.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ACRESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 11th Oct.
MARSEILLES, LONDON, ANTWERP	JOHN ARNOLDSON	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, &c. via PORTS OF CALL	TORRAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 27th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	E. E. Cope	HAMBURG-AMERIKA LINE	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMBERIA	Jap. str.	k. w.	Deinet	HAMBURG-AMERIKA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	k. w.	R. Takeda	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISZ	Ger. str.	—	Knael	HAMBURG-AMERIKA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th Oct., at D'light
TRIESTE, &c. via SINGAPORE, &c.	VORWARTS	Aus. str.	—	B. Behner	SANDEL, WIELER & Co.	On 29th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	BUELOW	Ger. str.	—	H. Fornes	MELCHERS & Co.	On 21st inst., at Noon
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SUVERIC	Brit. str.	—	F. S. Cowley	DODWELL & Co., Ltd.	On 27th inst.
VANCOUVER (DIRECT)	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 5 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF DIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KONGWANG	Jap. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 21st inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	IXARA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	TANBA MARU	Jap. str.	—	K. Sato	TOYO KISEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 20th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	COLENS	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th Oct., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
KOBE & YOKOHAMA	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.
YOKOHAMA AND KOBE	COLENS	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 20th inst.
YOKOHAMA AND KOBE	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	TYDAH	Brit. str.	—	Boorman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
CHEFOO & NEWCHWANG	PAOTING	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 16







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	15th Sept.	Freight and Passage.
LONDON VIA SWATOW	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA Capt. W. R. Hickey	About 21st Sept.	Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.
LONDON and ANTWERP	SYRIA Capt. D. C. Gregor, R.N.R.	About 5th Oct.	Freight and Passage.

For Further Particulars, apply to  
E. HEWETT, Superintendent  
Hongkong, 14th September, 1910

# CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	CHENAN	On 15th Sept., 4 P.M.
CHEFOO & NEWCHWANG	PAOTING	On 16th Sept., 4 P.M.
SHANGHAI	LIAN	On 18th Sept., 4 P.M.
ILIOLO & CEBU	KAIFONG	On 20th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LIAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("CHENAN," "CHINHUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 14th September, 1910

TELEPHONE 36  
BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & NINGPO	HANGSANG	Wedday, 14th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	POOKSANG	Thursday, 15th Sept., 3 P.M.
MANILA	LOONGSANG	Friday, 16th Sept., 4 P.M.
TIENTSIN	CHEONGSHING	Saturday, 17th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Tuesday, 20th Sept., Noon.
MANILA	YUENSANG	Friday, 23rd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, S.I. Exch. 4.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 14th September, 1910

GENERAL MANAGER

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

# PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 5th December.

For Further Particulars apply to  
MELCHERS & CO.,  
HONGKONG, 14th September, 1910.

AGENTS.

# DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# SAWTOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 16th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAITANG"	Capt. A. B. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M.  
SUNDAY, 18th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blaise Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be allowed.

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 14th September, 1910.

# HAMBURG-AMERIKA LINIE

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

# NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, HAMBURG & ANTWERP:
S.S. C. FERD. LAEISZ 27th Sept.	S.S. LIBERIA ... 14th Sept.
S.S. ARMENIA ... 6th Oct.	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. SENEGAMBIA ... 21st Oct.	S.S. BADENIA ... 2nd Oct.
S.S. SILESIA ... 4th Nov.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ... 16th Nov.	S.S. AMBRIA ... 4th Oct.
S.S. ARABIA ... 30th Nov.	For HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. ALESIA ... 11th Oct.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. C. FERD. LAEISZ 23rd Oct.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 7th September, 1910.

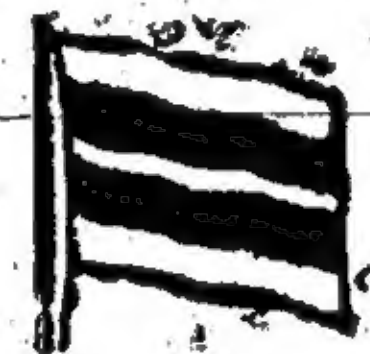
# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).
1910.
S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " Dec. 21st, at Noon.
S.S. KIYO MARU ... 17,200 " " " " About Mid. Feb. 1911

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 1st September, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



# PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 12th Oct., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 23rd Oct., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Fyne	6,000	WED'DAY, 14th September
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon

— Calling at Saigon.  
† Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

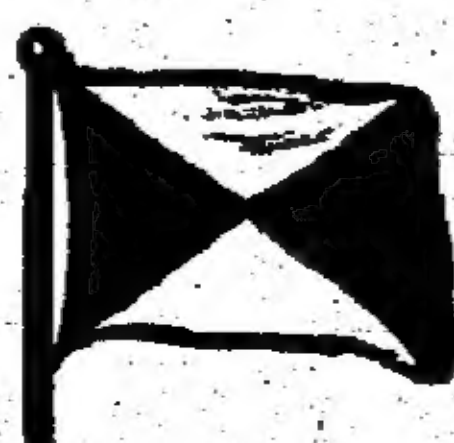
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS	\$120	\$110	\$100	\$90
	\$80	\$70	\$60	\$50

With Optica of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at  
T. KUSUMOTO,  
HONGKONG, 7th September, 1910.  
MANAGER. [15-125]



# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	B. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to  
HONGKONG, 5th September, 1910.SHEWAN, TOMES & Co.  
General Managers.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED / ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 7th September, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perishables. Special attention given towards Express connections.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAKAO & ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, at Noon
TAMSUI via SWATOW, AMOY	"DAIIN MARU" Capt. Y. KUBERAKI	SUNDAY, 18th Sept., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Yusen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

# HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—  
16, DES VŒUX ROAD, HONGKONG.

Japan Office:—  
32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

[537]



# GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

## BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

(43-2)

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Lina*, with the Siberian mail, is due to arrive at Hongkong to-day.  
The *Delta*, with the Siberian mail, is due to arrive at Hongkong on the 16th inst.

FOR	PER	DATE.
Fort Bayard and Haiphong	Touareg	Wednesday, 14th, 8.00 A.M.
Swatow, Ningpo and Shanghai	Hangang	Wednesday, 14th, 11.00 A.M.
Swatow, Amoy, Ningpo and Takao	Sosha Maru	Wednesday, 14th, 11.00 A.M.
Manila	Sui Tai	Wednesday, 14th, 1.15 P.M.
Shanghai, and Kobe	Kelvin Head	Wednesday, 14th, 2.00 P.M.
Shanghai	Ceylon Maru	Wednesday, 14th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE	Delhi	Wednesday, 14th, 5.00 P.M.
Amoy, Straits and Hongkong	Seang Bee	Wednesday, 14th, 5.00 P.M.
Swatow	Haitan	Thursday, 15th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Buym Maru	Thursday, 15th, 11.00 A.M.
Manila	Sui Tai	Thursday, 15th, 1.15 P.M.
Singapore, Penang and Calcutta	Chenai	Thursday, 15th, 3.00 P.M.
Shanghai	Michael Jensen	Thursday, 15th, 5.00 P.M.
Hoihow and Haiphong	Choufa	Thursday, 15th, 5.00 P.M.
Hoihow, Singapore and Bangkok	Haitang	Friday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Sui Tai	Friday, 16th, 1.15 P.M.
Manila	Paoing	Friday, 16th, 3.00 P.M.
Cebu and Newchwang	Loongang	Friday, 16th, 3.00 P.M.
Manila	Pitauulok	Friday, 16th, 5.00 P.M.
Bangkok		Friday, 16th, 5.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, YOKOHAMA, HONOLULU &  
SAN FRANCISCO

Port Darwin Thursday Is. Cooktown, Cairns,  
Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne,  
Adelaide, Danedin, Perth and Fremantle

Manila  
EUROPE, &c., India via TUTORIN...  
(Late Letters 11.00 to Noon Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)  
The last mail will be closed on Friday,  
15th inst., at 5 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
YOKOHAMA & VANCOUVER (B.C.)  
SIBERIAN MAIL TO EUROPE

Manila, Moji, Kobe, Yokohama, Hakodate,  
and Portland  
SIBERIAN MAIL TO EUROPE  
Swatow, Amoy and Foochow  
Singapore, Penang and Calcutta  
Hoihow and Cebu  
Moji, Kobe, Yokohama, Victoria and Tacoma

EUROPE, &c., INDIA VIA TUTORIN...  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Swatow, Amoy and Foochow  
Manila  
Manila

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU & SAN FRANCISCO

Manila, Zamboanga, Port Darwin, Thursday  
Island, Cooktown, Cairns, Townsville, Bris-  
bane, Sydney, Hobart, Launceston, New  
Zealand, Melbourne, Adelaide, Danedin,  
Perth, and Fremantle

TELEGRAPHIC ADDRESS: MARINEWORK  
TELEPHONE: Office 358, Works 354.

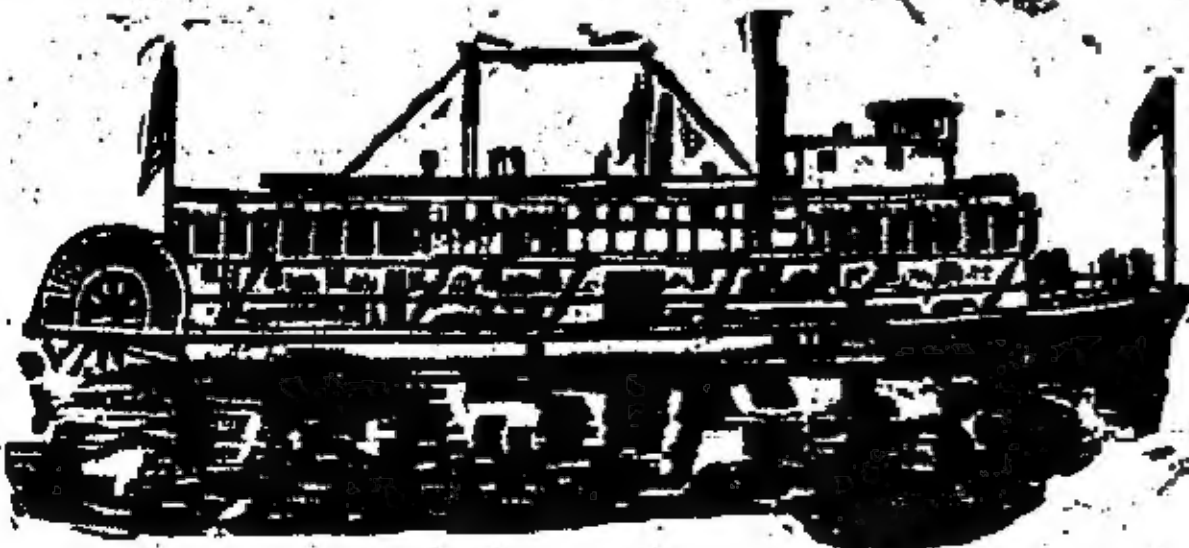
## WILLIAM C. JACK & CO., LTD., ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or  
make a better mousetrap than his neighbour, though he build his house  
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.  
"HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL  
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 13TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$935, sellers
National Bank of China, Limited	99,925	27	26	\$87, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COTTON MILLS.</b>				
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$19, buyers
<b>DOCK AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50.
New Amoy Dock Co., Limited	10,900	\$63	\$62	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 112.
<b>KEWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.75, n. div. sal.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, sal. & buy.
H'kong Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
<b>Mining.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$73, sellers
<b>Peak Tramways Co., Limited</b>	25,000	\$10	all	\$13, sellers
<b>Philippine Co., Limited</b>	50,000	\$10	\$10	\$10, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	60. (L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$90.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$11, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sales
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$13, buyers
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	5,000	\$10	\$4	\$11, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
<b>BREWERIES.</b>				
Allagars	750,000	2/-	all	6/-
Anglo-Malaya	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$13 (Sta.)
Bata Tigan	70,000	\$1	all	\$8/6
Bukit Kajangs	80,000	\$1	all	120/-
Castlefields, fully paid	30,000	\$1	all	120/-
Cherito	70,000	\$1	all	20/- prem.
Eastern and International	250,000	\$1	all	117/-
Highlands and Lowlands	307,143	\$1	all	6/3 prem.
Kannings	1,825,000	2/-	all	—
Kuala Lumpur	180,000	\$1	all	—
Labas	100,000	2/-	all	—
Ledbury's	100,000	\$1	all	82/5
Linggis	900,000	2/-	all	54/5
London Asiatics	1,266,000	2/-	all	13/-
London Ventures	—	—	all	6/6
Merlemaans	1,750,000	2/-	all	7/8
Pegohs	—	—	all	\$28 (Sta.)
Sandhya	50,000	\$2	all	\$31, n. div. (Str.)
Sepangs	100,000	\$1	all	72/5
Shelford	65,000	\$2	all	\$14 (Str.)
Singapore and Johore	995,000	2/-	all	13/-
Santana Pagar	125,000	\$1	all	—
Sungei-Kapang	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	120/-
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

## CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:

GAS & OIL ENGINES,  
MARINE ENGINES,  
MOTORS & MOTOR

CARS,

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL.

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

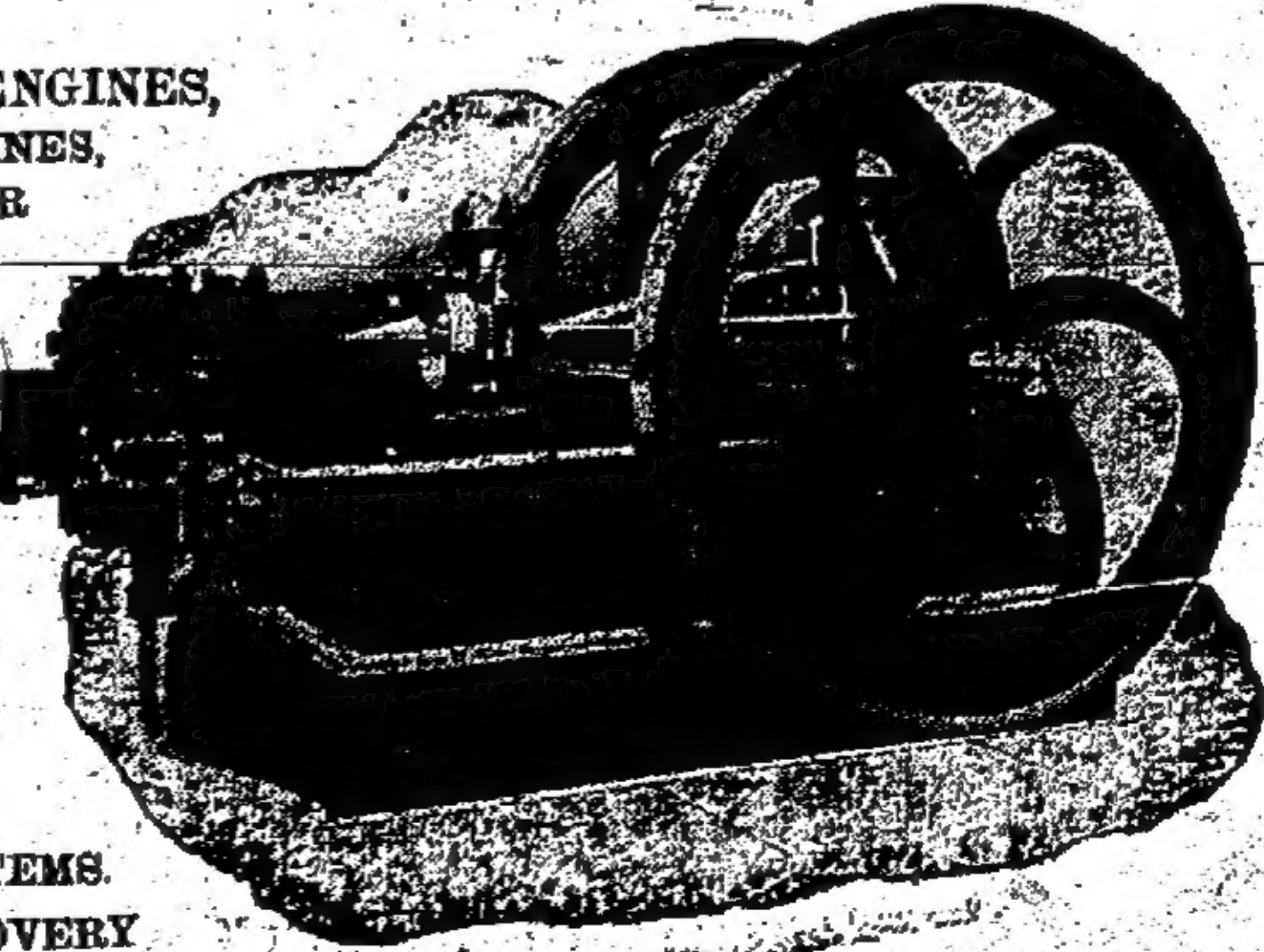
PLANTS, &amp;c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT  
WORK IN THE COLONY.

AGENTS FOR HONGKONG &amp; SOUTH CHINA:

**W. R. LOXLEY & CO.,**  
YORK BUILDINGS.



# SIEMSEN & CO.,

Machinery Dept.

Hongkong.

## The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY  
REDUCED PRICES.

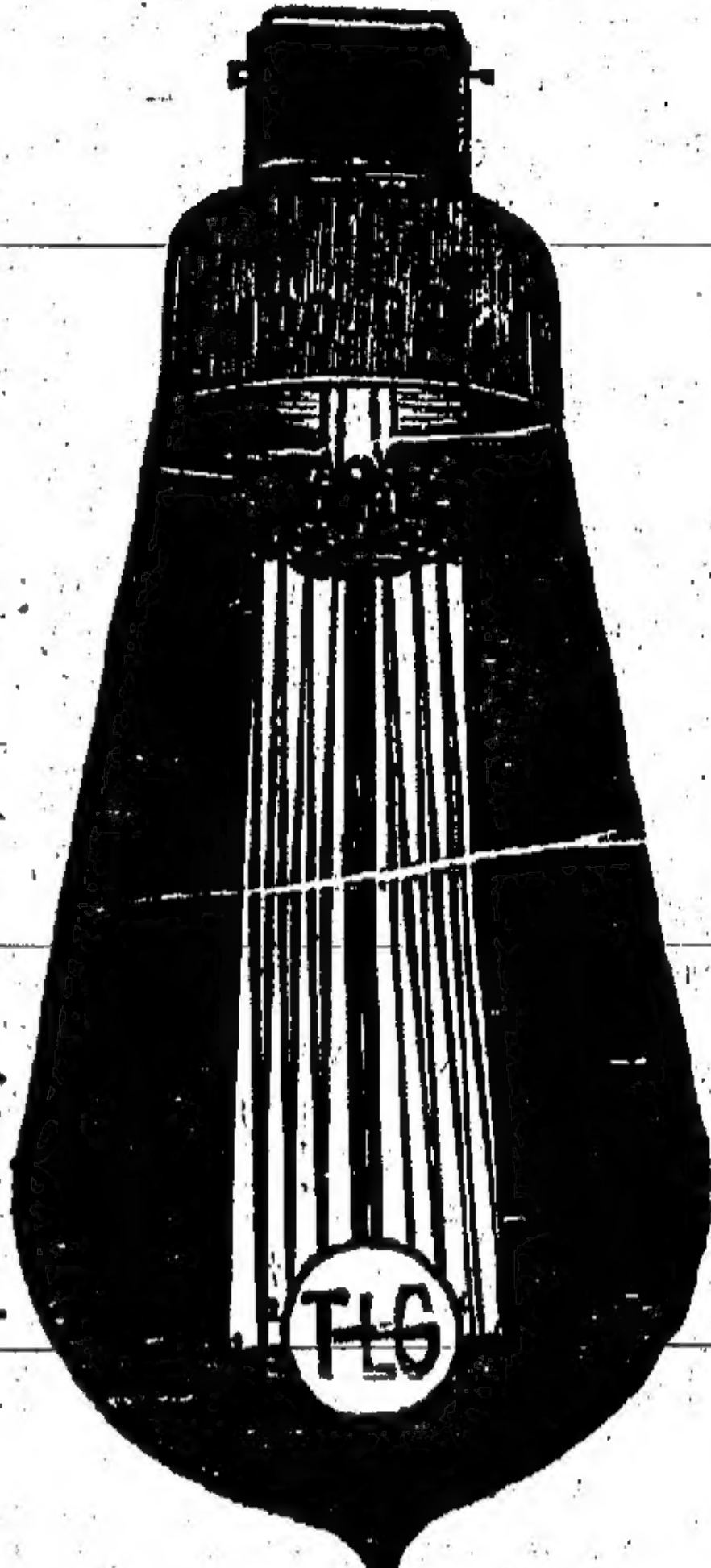
### THE F. G. L. METAL FILAMENT LAMPS

Save 75 per cent. current  
over carbon filament  
lamps.

ARE THE CHEAPEST  
AND BEST IN THE  
MARKET.

Give agreeable white light.  
Little risk of breakage.  
Life 2000-3000 hours.  
Great constancy of lighting  
during the whole period  
of burning.  
Small pleasing forms, pear-  
shaped, plain or frosted  
glass.  
Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are  
advised to keep a record of these numbers, in order to prevent  
substitution of broken for sound lamps.



### TO-DAY

9 P.M.—Warwick Major's Comedy Co., at  
Theatre Royal.—The Private Secretary.

### FORTHCOMING EVENTS.

Saturday, 17th Sept.—Eighteenth Half-Yearly  
Drawing—Sixty-five Debutantes of  
Hongkong Club, 11 A.M.  
Saturday, 17th Sept.—Ninth Ordinary Annual  
Meeting of China Light and Power Co.,  
Ltd., Noon.  
Saturday, 17th Sept.—Fourth Meeting of Hong-  
kong Gynkhana Club, at Happy Valley,  
3.30 P.M.  
Tuesday, 20th Sept.—Extraordinary General  
Meeting of Hongkong Club, 5.15 P.M.  
Thursday, 22nd Sept.—Annual General Meeting  
of Hongkong Football League at Y.M.C.A.  
Rooms, 5.30 P.M.  
Saturday, 24th Sept.—Ordinary Annual Meeting  
of Hongkong Cotton Spinning Weaving &  
Dyeing Co., Ltd., 11.15 A.M.  
Saturday, 24th Sept.—Ordinary General Meet-  
ing of Douglas Steamship Co., Ltd., Noon.

### OPIUM.

September 10th.

Quotations are:—  
Malwa New ... \$1,950/2,000 per picul.  
Malwa Old ... \$2,010/2,050 "  
Malwa Older ... \$2,060/2,100 "  
Malwa V. Old ... \$2,110/2,150 "  
Persian fine quality ... \$1,400/1,500 "  
Persian extra fine ... \$1,900 "  
Patna New ... \$1,930 per chest.  
Patna Old ... \$1,930 "  
Bharat Old ... \$1,930 "

### HONGKONG TIDE TABLE.

From September 14th to 20th, 1910.

HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
Wed. 14	10.15	Thurs. 15	10.15
Thurs. 15	10.15	Fri. 16	10.15
Fri. 16	10.15	Sat. 17	10.15
Sat. 17	10.15	Sun. 18	10.15
Sun. 18	10.15	Mon. 19	10.15
Mon. 19	10.15	Tues. 20	10.15

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 13th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.82	29.91	29.86
Temperature	80	81	82
Humidity	85	81	81
Wind Direction	South	—	SW
Force	1	0	1
Weather	c	o	op
Rain	—	1.19	—

Highest open air Temperature on 12th.....84  
Lowest open air Temperature on 12th.....70

### THE MERCANTILE LITHOGRAPHIC.

47, DES VŒUX ROAD CENTRAL, HONGKONG.

UNDERTAKES to execute with neatness  
all kinds of ARTISTIC LABELS,  
BILLS OF EXCHANGE, VISITING  
CARDS, LETTER HEADINGS, MENUS,  
DIE STAMPING, etc.  
Hongkong, 14th July, 1910. 1828